



Local Planning Policy 127 Bicycle Parking and Facilities

Key Focus Area
Liveability

Responsible Directorate
Planning and Development

Relevant Council Delegation
Nil

Purpose

The purpose of this policy is to guide Council on requirements for bicycle parking bays and end-of-trip facilities to assist in the satisfaction of concessions for parking provision under Local Planning Scheme No. 3 (**LPS3**) for non-residential development (excluding private junior, middle and senior schools) and encourage sustainable transport initiatives through the provision of facilities to encourage the use of bicycles for all types of journeys.

Policy

This policy applies to all non-residential development in excess of 400m² gross floor area (**GFA**). Where bicycle parking bays and end-of-trip facilities are provided in accordance with this policy, the proposed development may qualify for parking discounts as provided for under LPS3.

All developments with 400m² or more GFA are encouraged to provide bicycle parking bays in accordance with the following ratios.

Activity / Use	Number of Bike Parking Spaces for Employees	Number of Bike Parking Spaces for Customers / Visitors
Shop (Small & Intermediate) Retail Store and Showroom 0 – 5,000m ² 5,000m ² – 10,000 m ² 10,000 m ² plus	1 space per 400m ² of GFA	1 space per 200m ² of GFA 1 space per 300m ² of GFA 1 space per 400m ² of GFA
All other uses	1 space per 400m ² of GFA	N/A

End of Trip Facilities

End of Trip Facilities means facilities which enable cyclists to securely park their bicycles, shower and change at the beginning or end of their journey to and from work. The facilities include separate male and female change rooms, showers and storage lockers.

End of Trip Facilities support the use of bicycle transport by allowing cyclists the opportunity to shower

and change at the beginning or end of their journey to and from work. The following facilities are encouraged to be provided for all developments that provide 10 or more bicycle parking spaces:

- A minimum of one female and one male shower, located in separate changing rooms is encouraged. The changing rooms shall be secure facilities capable of being locked;
- Additional shower facilities are provided at rate of 1 female and 1 male shower for every additional 10 bicycle parking spaces, to a maximum of five male and five female showers per building; and
- Lockers are provided for every bicycle parking space provided (only if 10 or more spaces provided). Lockers shall be well ventilated and be of a size sufficient to allow the storage of cycle attire and equipment.

Location of Bicycle Parking and Facilities

All bicycle parking spaces and end-of-trip facilities should comply with the following:

- Bicycle parking shall be located at ground floor level and not require access via steps
- Bicycle parking shall be located as close as possible to main entrance points
- Bicycle parking shall be located in an area that allows informal surveillance of the facility to occur where ever possible, and
- Bicycle parking shall be located away from areas of high pedestrian activity in order to minimise inconvenience or danger to pedestrians.

This policy was initially prepared as a Local Planning Policy in accordance with Schedule 2 Part 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015 (LPS Regs)*.

Document Control Box			
Business Unit:	Planning and Development		
Legislation:	<i>Planning and Development (Local Planning Schemes) Regulations 2015</i>		
Organisational:	LPS3 Parking Provisions. Residential Design Code requirements for bicycle parking. Claremont North East Precinct Structure Plan. Local Planning Policy 128 NEP Design Guidelines and Detailed Area Plans. North East Precinct Structure Plan requirements for bicycle parking. Local Planning Policy - Public Parking 205		
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